



## Intimations.

The Old Familiar Beverage

STONE GINGER BEER,  
YCLEPT "POP."\$1.75 per doz., less \$1.00 allowed  
Bottles returned.WATKINS,  
LIMITED,  
CHEMISTS, AERATED WATER  
MANUFACTURERS,  
APOTHECARIES HALL,  
No. 68, Queen's Road Central, Hongkong.

FACTORY:—Mason's Lane.

WAI KIN TAI YEUK FONG.  
威樂大建威Branches also at  
Canton, Shanghai, Hankow and Peking.  
Hongkong, 19th February, 1902.HONGKONG SUBSCRIPTION  
LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE,  
and conducted for several years by  
H. E. POLLOCK, Esq., K.C.TRUSTEES:  
HON. J. H. STEWART LOCKHART, C.M.G.,  
G. B. DODWELL, Esq.,  
R. SHEWAN, Esq.SUBSCRIPTIONS:—Payable in Advance.  
\$7.50 ..... Per Half Year.  
\$7.50 ..... or ..... Per Month.  
\$1.40 .....

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &amp;c., and Works of Reference, and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to  
CPT. SPENCER,  
Hon. Secretary and Treasurer,  
Ordnance Office.

Hongkong, 28th December, 1901. [1413c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.50 per Bag of 250 lbs.SHEWAN, TOME'S & CO.,  
General Managers.

Hongkong, 15th March, 1902.

WILLIAM MACLEOD, D.D.S.,  
DENTIST.Beaconsfield Arcade, Nos. 11 and 12,  
2nd Floor.

[77d]

POWELL'S  
GREAT SALE,

TO-DAY! TO-DAY!!

ALL NEW GLOVES.

GENTS ..... \$1.25  
LADIES ..... \$1.00  
MUST CLEAR.BEAUTIFUL SILKS UNDER  
COST.EVERYTHING THROUGHOUT THE STORE REDUCED FOR  
10 DAYS ONLY.R. G. HECKFORD,  
Manager.

[550c]

Hongkong, 12th March, 1902.

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"

also

"WASHBURNS."

MANDOLINES, GUITARS,  
STRINGS, FITTINGS, REPAIRS.THE ROBINSON PIANO CO., LIMITED,  
Hongkong, Shanghai & Singapore.

[550c]

To-day's  
Advertisements.THEATRE ROYAL,  
CITY HALL,  
M. R. HENRY DALLAS' MUSICAL  
AND DRAMATIC CLUB.TO-NIGHT! TO-NIGHT!  
(WEDNESDAY), March 19th.The latest Musical Comedy now drawing  
crowd houses at the GAIETY THEATRE,  
London.

H.M.S. "IRRESPONSIBLE."

The following pieces will be played during  
the first week of the season.

THURSDAY, Mar. 20, THE GEISHA.

FRIDAY, " 21, " THE TOREADOR.

SATURDAY, " 22, " (Last Time by request).

PLAN at THE ROBINSON PIANO CO.

PRICES AS USUAL.

A Late Train will run to the Peak and a  
launch leave for Kowloon after the Performance.  
Hongkong, 19th March, 1902. [308d]

HONGKONG CRICKET CLUB.

LAWN TENNIS TOURNAMENT... 1902.

ENTRIES will CLOSE on TUESDAY, the  
25th March. ENTRY LISTS will be  
found in the CLUB PAVILION.

Hongkong, 19th March, 1902. [317d]

WANTED.

JUNIOR CLERK, (ENGLISH), wanted by  
Large Shipping Firm in the Colony.  
Apply to

"A.B.C."

C/o This Paper.

Hongkong, 19th March, 1902. [338d]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" ..... On 29th March.

"MORVEN" ..... On 19th April.

"MOGUL" .....

"MACDUFF" .....

"SATSUMA" .....

For Freight and further Information, apply to

DODWELL, &amp; CO., LIMITED,

Agents.

Hongkong, 19th March, 1902. [339d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"INDIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This steamer brought Cargo ex s.s. *Imperial* and *Imperialia*.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bill of Lading will be countersigned by

SANDER WIELER &amp; Co., Agents.

Hongkong, 19th March, 1902. [315d]

## Intimation.

A. S. WATSON &amp; Co.

LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state

that our

AERATED  
WATERSare made solely with the water pro-  
cured from the Government Tytan

Reservoir and specially filtered in our

large storage filters - on the best  
scientific principles.

Our Aerated Waters are thus Abso-

lutely pure and consumers of them

may feel themselves quite secu-

against contracting cholera by liquid

agency, which it is comparatively

easy to do by drinking impure wa-

ter.

A. S. WATSON &amp; CO., LIMITED,

Aerated Water Manufacture

The Hongkong Dispensary.

BIRTH.

At Sandend Bungalow, Slipway, Singapore,

on the 9th inst., the wife of JOHN STEPHEN, of

a son.

MARRIAGE.

At St. Andrew's Cathedral, Singapore, on

Monday, 10th instant, by the Rev. W. H.

Dunkerley, M.A., Colonial Chaplain.

EDWARD DODWELL, Assistant Engineer

Singapore, Johore Railway, second son

Edward F. Willoughby, Esq., M.D., of London,

to LUCIE MARGARET MARION MORGAN, the

daughter of James Morgan, Esq., 2, of a

Bank House, Brecon, South Wales.

The Rebellion in Kwang.

The districts where the present trouble is

against Manchu rule; it was here that the Ping

rebellion was born and nourished. It is

easy to understand why this should be so to

any one who has visited these high

lands of Western Kwang Tung, Eastern

Kwang-si and Southern Hunan.

Geographically it may be described as the

country lying between the Norther

Ho, and the West Rivers with Northern

boundary, the great chain of known as

the Ling or ridge. The area would be

somewhere about 15,000 square miles and

comprises some of the most

beautiful scenery it is possible to conceive.

Two of the natural divisions still in-

habited by the Qu tribes are perfectly

independent of all Chinese control in their

own country. In all the cases that have

elapsed since the Chinese arrived in this

part of the world, neither they nor their

Manchu conquerors have been able to

subdue these mountainous

districts.

Force, bribery, treachery, have each and

all in turn been tried in

the Qu and the Chinese, and it is worthy of

notice, that under the law of this great

empire, the seaboard ridge, which runs

Westwards until it meets the great

lands of Central and Western Asia, the

most untamed and independent people that ever

existed.

Remembering that in the district

we are now speaking of the independent

communities of people in the country

itself is naturally the military

operations by the Chinese, who would be

equipped forces, a determined

and extremely hazardous

part of the beautiful

valleys in all directions, necessary to human

existence and a

country should be made of dissatisfaction

All the goods people provide are at hand

and why should

a splendid heritage put up with such a  
monstrosity as is known to the foreign world  
as the C. Chinese Government.The people that inhabit this region are  
quite distinct in character, modes of life,  
and physique from the other inhabitants of  
the Two Kwang; fair and ruddy in com-  
plexion, fond of outdoor life and exercises,  
tireless walkers; good riders and keen sports-  
men, it is no wonder that the military  
underlings of the Chinese recruit their forces  
from these people. The Black, Yellow and  
Red flag forces were really the high-  
landers from the great ridge, and it is a  
misconception to talk of these disbanded  
soldiers of Su, Ma, or Liang Yen as emigrating  
to this district; they have simply gone back  
to their own country. Martial by nature  
they submit to discipline and command, as  
is evidenced by their militia organizations  
and armories, which are situated at all im-  
portant centres.How much is known of this part of  
China by Europeans may be judged by  
the fact that the writer, while travelling  
through it about three years ago, was  
regarded in much the same light as a  
pigmey from the Central African forests would  
be if he appeared suddenly in a quiet Eng-  
lish town. At a village named Young Taw,  
he was most curiously asked if he would  
take a walk to see an ancient lady, who had  
never set eyes on a green eyed devi-  
l. This being acceded to, a very nice  
popsy was suddenly produced, all fully rigged,  
including the usual collar of cat bells,  
as also a string of servants, someand some on foot, and the man  
selected to be in charge said the pony  
bridles—  
that conveys much. However, whensome hours travelling the said writer  
was conducted into the presence of this  
ancient lady, she assured him that no fore-  
igner had come that for eighty years, and  
that he was neither a missionary nor a

government man he could stay at her house,

SABRETT HAS DEPARTED from Rome for the Philippines; audience by the Pope and urged to work to conciliate Americans.

**BIG STRIKE IN BOSTON.**—Two thousand men, comprising longshoremen, freight handlers and teamsters, are involved in a strike in Boston.

**FURTHER REDUCTIONS** are announced for the last two days of Powell's great sale and those who fail to visit the store are going to miss some rare bargains.

**HAKUYO-MARU BROKEN UP.**—The steamer *Hakuyo-maru*, which went ashore in the vicinity of the Iki Islands last month, is reported to have broken up during a heavy gale on the 3rd inst.

**A GERMAN LIEUTENANT** named von Eichel-Streiber, of the 3rd Uhlans, wagered that he could drink a bottle of brandy in ten minutes. He did so, and was buried with full military honours the following day.

**DURING A DEBATE** in the United States Senate on the 2nd Feb. Senator McLaurin called Senator Tillman a liar. Tillman sprang over the desks and struck McLaurin in the face. A fist fight ensued, which was finally stopped.

**A DIGNIFIED PROTEST**—The Chinese government has entered a formal protest to Mr. Edwin A. Conger, U. S. Minister to China, against the enactment of the Chinese Exclusion Act, particularly as regards Hawaii and the Philippines.

**THE FRENCH MAIL.**—The Agent of the Compagnie des Messageries Maritimes informs us that the Company's steamer *Oceanien* is due here on the morning of Tuesday, the 25th instant, and will be despatched for Europe on the afternoon of the same day.

**THE DIRECTORS OF THE BRITISH NORTH BORNEO COMPANY** have ordered that the newly acquired territory between the Sipitong and the Trusan shall be known as Province Clarke. Also that the government station hitherto called Tenom shall in future be known as Fort Birch.

**TWO MILLION CIGARS** are said to be now on the way from the Philippines to America. It is thought that by the middle of March, at the latest, there will be ten times that number consigned to American tobacconists from the Philippines. It is also said that the different factories in the islands are working night and day.

**THE STEAMER HAILOONG,** which recently arrived at Manila from Hongkong, consigned to W. F. Stevenson and Co. has been chartered by the U. S. Quartermaster department and will be used in the coastwise service. The ship is the same style as the *Hai Mun* lately released from charter by the government.

**PING PONG** still continues to rage furiously, as General Epoch's followers say when describing the machinations of a nameless gentleman. Messrs. W. Breuer & Co., despite the fact that they are constantly ordering from home, are again sold out, and are anxiously awaiting the next consignment. Pingpongitis is now epidemic in the Colony.

**TO STUDY WESTERN LIFE.**—There is reason to believe (states the *Birmingham Post*) that, as a consequence of certain representations which have been made in Peking, some 30 young Chinamen of good family will be sent to Europe, later in the year, for the purpose of studying Western life in order to fit them for official positions in China.

**ONE IN THE FAR EAST.**—The production of Japanese coal-mines during 1900 is estimated to have been about 7,000,000 tons, of which about 2,000,000 tons was exported to India and Manchuria. In general the quality is inferior, there being a high percentage of ash, the product of nearly all the mines. The mineral is of the semi-bituminous grade, and the seams are not large.—*Indian Engineering*.

**THE CHINIAN** representatives at the Coronation will leave India about the middle of May. The Sultan Labey, near Aden, has accepted an invitation to be present at the ceremony, as an India contemporary. In his stables at Faen, an pure white horse and mare brought from India that he intends as a present for the King. He has also some very old silver-tipped arms of Amb manufacture and other articles that have been put aside for presentation to His Majesty.

**THE FOLLOWING PROMOTIONS** were notified at the Admiralty on 11th ult.—Vice-Admiral Sir E. Domville to be admiral; Rear-Admiral A. Fanshawe to be vice-admiral; Captain Sir W. Chichester, Bart., to be rear-admiral; Vice-Admirals retired J. F. G. Grant and H. F. C. Leland to be admirals on the retired list, all date from Jan. 25. Admiral Sir C. G. Fane has been placed on the retired list, all date from Jan. 25. Commander W. V. Anson has been placed on the retired list with the rank of captain, all date Feb. 6.

**COOL CHEEK.**—On the train running through Shang-tung a curious incident has just taken place. When it reached one of the intermediate stations, i.e. See-Tong it stopped for a short time. The head engineer alighted and went to the station. It happened that in this station there was an untrained German who formerly was also engaged in the railway service and was accordingly well acquainted with the management of the engine. He upon seeing that the head engineer alighted from the train, quickly ran up to the engine and set the train going. He put the train into full speed and on reaching the place where he wanted to stop he stopped the train, alighted and quietly went away.

**COTTAM & CO. DENT'S DRIVING GLOVES.**

WONG CHEUK,

a baker, and occupying No. 366 Queen's Road Central was charged at the instance of Inspector Kinghi for not keeping his premises in a clean condition. The seriousness of the case, especially in these days of sickness, necessitated the Magistrate imposing on him a fine of \$35, which was paid.

**REBELLIONS AND RUMOURS** of rebellion seems to be the present sad of China. Not content with the rebellion in the South, another one has recently started in the North, at a small prefecture called Yit Ho. The rebels are led by one Tang, a *literati*. The object of this rebellion is not to overthrow the present Manchu dynasty, but simply to fight against the heavy imposition of taxes, now levied in all parts of China. It is reported that the Imperial troops were routed in a conflict on the onset, Yuan Shih-kai has sent additional forces for the suppression of the rising.

**MAN WANTS BUT LITTLE** here below we are told, but the wording of the following advertisement from a Straits paper looks as if some people wanted a lot.

WANTED

A billet as a Foreman Platelayer with 13 years experience in open lines as well as constructions. Excellent testimonials. Age 30 years.

Apply to X.Y.Z. c/o Post Master, Kajang, Selangor.

Mar 10 mwf 243.

Just imagine trying for a billet with 13 years experience, excellent testimonials and an age of 30 years attached to it! We never heard of anything in that line before.

AFRAID OF CONTRACTING INDEPENDENT AND REPUBLICAN VIEWS:

The Chinese Minister at Japan Choy Kwan has sent a despatch to the Cabinet praying that in future not to send any more students to Japan, as he has every reason to believe that when these students get over to Japan, they acquire habits, ways and customs quite antagonistic to the Manchu government. The despatch was finally forwarded to Prince Ching and Wan Wen Shou, who has now given orders that in future no more students are to be sent to Japan. The present minister at Japan was lately Tontai of Shanghai, and during his stay there was looked upon as a very enlightened and progressive man. What put into his mind to take the action as he has done, we are quite unable to fathom.

SHIP OWNERS AND OFFICERS.

ANOTHER DISPUTE.

We learn that a dispute has arisen between the owners of the s.s. *Perla*, the China and Manila Steamship Company, and the Officers of that vessel, with the result that the ship is unable to proceed to sea. The Officers state that the agreement recently made with the Owners regarding the increased rates of pay demanded has not been adhered to and hence the present action is taken. It appears that a new chief officer was engaged for the *Perla* at \$190 per month, but as this is below the minimum of \$18 per month agreed to by the China Const Officer, among whom are many Naval Reserve men, as a chief officer's pay, the other officers of the vessel have refused to sail with her. The Officers appear to be determined to stick to their point and say that the questions of pay and position of officers on the China Coast must be settled once for all. We are also informed that the Officers of the s.s. *Zafiro*, now in port, will refuse duty in the event of the Owners proving obdurate. As the Officers say that they are strongly backed at home by the Merchant Service Guild and by various associations out here, it looks as if the affair would be fought to a finish.

On application at the office of Messrs. Shearman, Tones & Co. we were informed that they declined to discuss the matter.

THE KWANG-SI REBELLION.

FURTHER REBEL VICTORIES.

FOUR PROVINCES NOW AFFECTED.

News continues to arrive in dribs and drabs from the disturbed area in and around Kwang-si, and everything points to the fact that the rebellion is daily gaining ground. It has now spread to four provinces, Kwang-si, Yunnan, Kwang Tung and Kwei-chow.

The rebels are reported to have gained two more victories, having defeated the Imperial troops sent against them at Sek-shing, a district town between Lien-chow and Tien-pak, in Kwang Tung, and at Po-pak, a district town to the north-east of Lin-chow, in Kwang-si. Both of these towns are held in force by the rebels, who are rapidly accumulating supplies of all kinds and enlisting recruits.

In Yunnan the rebels hold the district town of Foo-chuen, about twenty miles north-west of the prefectural town of Yunnan, and have established head quarters and a recruiting station there.

In Kwang-si, the important prefectural town of Lui-chow, situated in the Lung Kiang, branch of the West River, has fallen into the hands of the rebels.

All the principal passes leading into the disturbed districts are held by the insurgents, and at General Sou and Ma have reported to the Canton Viceregal their inability to suppress the rising with the troops at their disposal, a request has been sent to Yuan Shih-kai for reinforcements from the north.

As it will take over a month for these troops to arrive overland the rebels will doubtless be a deal stronger by the time that they reach the scene of action.

As we reported yesterday, the commander-in-chief of the rebels is Hung Ming, a relation of the leaders of the Taiping rebellion, and a military graduate. His second-in-command is a military graduate of the name of Kwok.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SILK MUFFLERS.

## THEATRE ROYAL.

### H.M.S. "IRRESPONSIBLE."

The Dallas Company is evidently above such well worn proverbs as "Familiarity breeds contempt" for it is evident, from the crowding of the house, that the more we know them the more we appreciate them.

H.M.S. "Irresponsible" is one of those delightful light and airy pieces written for the benefit of those who love to laugh. The plot, what there is of it, is extremely amusing and gives many opportunities for exquisitely funny incidents. Capt. Chepstow, R. N., is about to take command of his "boat" and is taking passage in the usual passenger ship, which unfortunately is wrecked on the coast of the island of Samnos. The inhabitants of this island are described as "up-to-date" brigands, who receive Capt. Chepstow and the other passengers in the approved brigand style. The gallant Captain overhears the Chief Brigand and his Lieutenant discussing as to how some delicacy shall be served for dinner and promptly comes to the conclusion that he is to be "Stuffed and boiled!" He thereupon changes clothes with his valet in the hope that the brigands may mistake the master for the man and vice-versa. Which they do. The question of ransom having arisen and been settled the money is paid over (though it is recovered by a trick) except £1,000. The brigands ask the ostensible Capt. Chepstow if he has any objection to his being detained as a hostage; naturally he accepts this proposition with alacrity. H.M.S. Irresponsible is sent down to pick up any survivors from the wreck and the whole party, except Capt. Chepstow, is rescued.

The next scene is on board the *Irresponsible* and the antics of Jim Slingsby (the valet), who of course is now in command of the ship, are intensely funny. He eventually disguises himself as a stoker to escape meeting Admiral Sir Vicars Maxim, who comes on board to inspect the ship. This only increases his difficulties, so he jumps overboard as the curtain drops on the second act. In the third act he comes up smiling, having been picked up by a passing ship and landed in the Turkish city of Stupur where he is acting as a waiter at "Ibrahim's Restaurant." There all the other characters turn up, including Capt. Chepstow, who has apparently been ransomed. The play then concludes in general congratulations and Jim Slingsby marries the girl of his choice and "lives happily ever after," as they used to say in the days of our youth.

This play is undoubtedly what our American friends call "a one horse job," that part which makes the play being taken by Mr. Dallas. It is the part of Jim Slingsby, and was most ably interpreted and carried through. For comic songs recommended us to Mr. Phil. Carlton, who's "Can't he take my word?" and "Don't apologize" were received with rounds of applause, the latter song being given as an encore. Of the other songs Mr. Dallas' "Conversations," Mr. Munro's nursery rhyme song, and Miss Isabel Vernon's "Bonnie banks of Loch Lomond," an old favorite, were well rendered and received. Space forbids further details, but the acting may be summed up as excellent, the dresses as pretty, and the scenery, especially in the last two acts, as quite the best that has appeared in Hongkong.

We append the programme:

CAST.

Jim Slingsby ..... Mr. Henry Dallas (Captain Chepstow's Valet) Bob Chaffers ..... (Er-Music Hall Artist) Mr. D. Munro Rufino Raffaello (An Up-to-date Brigand) Mr. Phil. Carlton Eddie ..... (the Lieutenant) Mr. Morton Sir Vicars Maxim, K.C.B. ..... Mr. W. Ritter Riley Capt. Grimbsy Chepstow ..... Mr. Percival Knight (H.M.S. Irresponsible) Lieutenant Angus Anderson ..... Mr. Harold Godwin (H.M.S. Irresponsible) Harold Dundas ..... Mr. H. Everard (Captain, Borderline Buffs) Horatio Nelson ..... Mr. Henry Dallas (Mr. Eva Clark) Fred de Courcy ..... Mr. F. Wallace (Miss Nelly Cundall) Captain ..... Mr. H. L. Lovett (Miss Daisy Allen) Albert Drake ..... Mr. C. Royce Olive Chepstow ..... Miss Maria Arnold Diana de Montemore ..... Miss Bertha Hunter Hon. Gwendolen Lovett ..... Miss Jessie Campbell Lady Clarehaven ..... Miss Nelly DeLorme Victoria Charters ..... Miss Isabel Vernon

SYNOPSIS OF SCENERY.

English Viziers, Brigands, Slaves—Miss Campbell, Featherstone, Ethel Mackay, Bert Mackay, Dels Lee, Rose Blair, Marion, Harriet and Rose Clark.

Act 1.—The Island of Samnos.

Act 2.—Deck of H.M.S. *Irresponsible*.

In this act Miss Clancy Flanagan will introduce her celebrated Gaely Girl Dance.

New and Elaborate Scenery by Mr. W. H. Pulford.

Stage Manager ..... Mr. Harold Godwin

Musical Director ..... Mr. F. Wallace

Scenic Artist ..... For Mr. Henry Dallas

Lighting Operator ..... Mr. W. H. Pulford

Property Master ..... Mr. W. H. Pulford

Thursday Night Oaths.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise, Acting Chief Justice).

March 19th.

ALLEGED LARCENY.

The further hearing of the charge of larceny against Chan Chi was proceeded with.

Mr. Morgan Phillips appeared on behalf of the Crown, and Mr. Slade (instructed by Mr. J. Hastings, of Messrs. Deacon, and Hastings) defended.

The jury was sworn as follows:—Messrs. J. M. H. Meier, T. Arnold, M. S. Lima, R. Saxon, F. T. Colson, R. W. Inglis, and A. V. Apoor.

Further evidence was taken and after Council had addressed the jury and His Lordship had summed up, the jury retired and after a short absence returned into Court with a verdict of not guilty on all three counts.

This afternoon Chan Chi was further charged with the felony of other jewellery. Another jury was empanelled and prisoner pleaded not guilty to three different counts.

Evidence was taken and the case was adjourned.

3rd February, 1902.

WANTED.

A POSTMASTER, BRITISH NORTH BORNEO

Government, a CLERK experienced in Posta

Matters, Salary \$10 per month.

Apply, giving full Particulars and Testi

monials to the Secretary to the Governor,

LABUAN.

17th February, 1902.

WANTED.

BRITISH NORTH BORNEO.

WANTED.

A YOUTH to act as JUNIOR REPORTER,

A YOUTH to act as JUNIOR REPORTER,

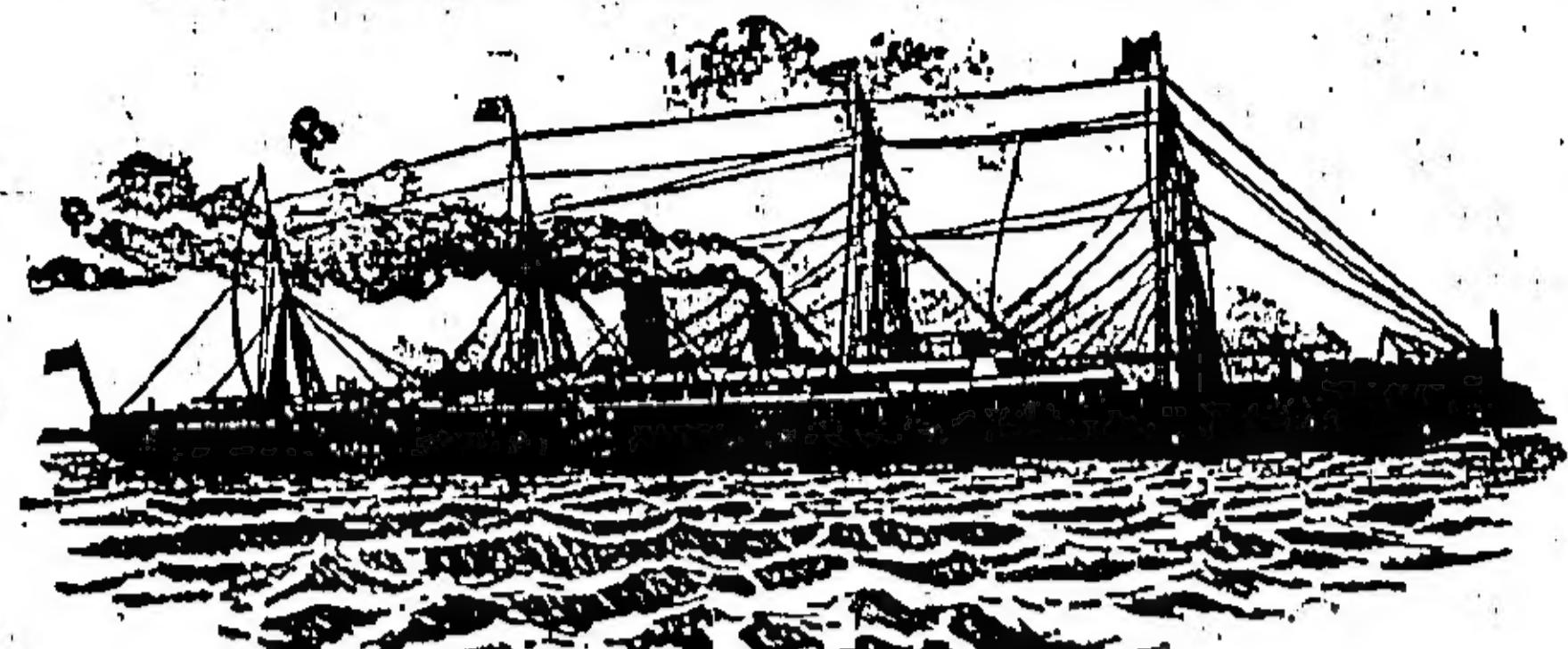
and one with a knowledge of shorthand

preferred.

Apply by Letter to "JOURNALIST,"

Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DOBIC"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 3rd April, at Noon.
"PEBU"	FRIDAY, 11th April, at Noon.
"COPTIC"	SATURDAY, 19th April, at Noon.
"AMERICA MARU"	TUESDAY, 29th April, at Noon.
"CITY OF PEKING"	TUESDAY, 6th May, at Noon.

THE O. & O. Company's Steamship "DOBIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 1 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

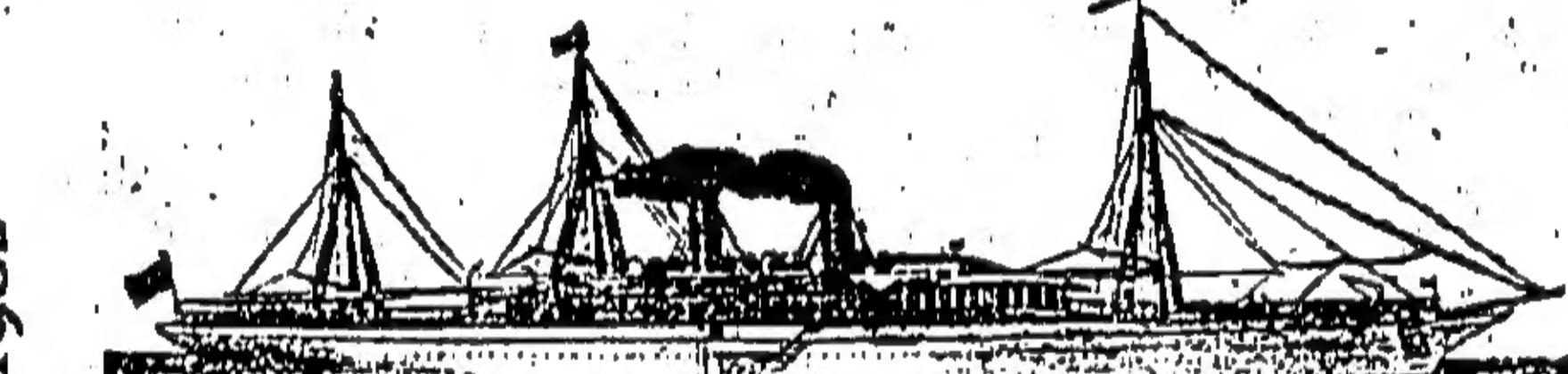
Consular Invoices to accompany each shipment of Car, or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 18th March, 1902.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 2nd April.  
R.M.S.—TARTAR.....Comdr. E. Beetham, R.N.R....WEDNESDAY, 16th April.  
EMPEROR OF INDIA...Comdr. C. P. Marshall, R.N.R....WEDNESDAY, 23rd April.  
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 14th May.  
R.M.S. ATHENIAN...Comdr. H. Mowatt.....WEDNESDAY, 21st May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 12th March, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
UNIVERSALER FRAECHTDAEMPFER DIENST.

(Taking Care at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORLEANS, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA AND BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARMENIA.....	GENOA and HAMBURG. (Calling at SINGAPORE).	25th Mar.	Freight.
Sachsen.....	MARSEILLE, HAVRE & HAMBURG (Calling at SINGAPORE and PENANG).	26th Mar.	Freight and Passengers.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th April.	Freight.
BAMBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	23rd April.	Freight.
ADRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	7th May.	Freight.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st May.	Freight.
SAXONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	8th April.	Freight.
Jaeger.....	NEW YORK. via SUEZ CANAL.		
ARAGONIA.....			

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 1st March, 1902.

UNCLAIMED LETTERS AT THE  
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arker, Fuan  
Ah Fook  
Allarali, Sate  
Adamsen, Mrs. Ilans  
Ah Pooi  
Allahditta Khan  
Abdul Hasan  
Ahversing, Mr.  
Adamson, S.  
Anderson, W. A.  
Anderson, Mrs. A. J.  
Anselmo, Miss L.  
Apice, G. D.  
Arlen, Mrs.  
Andersen, K.  
Alix, Maurice  
Addies, M.  
Ah Yau  
Alaraka SiAAD  
Abad, Miss J.  
Aradit, E.  
Anderson, J. W.  
American Commercial  
Co., Ltd.  
Abade, I. E.  
Bishan Singh  
Browning, S. J.  
Brand, S.  
Brown, Geo. W.  
Brown, Miss K.  
Bell, Jack  
Bennet, F.  
Babonneau, M.  
Baboo C. Malai  
Black, G.  
Brown & Co., Messrs.  
Burdens, W. G.  
Brumham, W.  
Brougham, E. H.  
Bresson, C.  
Bell, Miss M. C.  
Bell, Miss E.  
Bell, L. P.  
Baum, R.  
Bunnell, Max. M.  
Bruce, Miss K.  
Boys, Capt. G. H.  
Benton, Mrs. C. J.  
Brown, M. M. & E. B.  
Booja Singh  
Bowie, Dr.  
Broadbridge, A. C.  
Bennett, E. F.  
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Blake

"Miss Washington, let me present Mr. Turner. He's not married either, and he wants to be, for he's just told me so. You'd make a fine young couple, just suited to each other. I hope you'll be happy, and with that the representative of the Celestial Empire withdrew, leaving an embryo admiral and possibly a future society leader blushing crimson and speechless with embarrassment."

"The best part of the story is that within half a year Wu's match-making bore fruit, and the young people were married."

#### AS OTHERS SEE US.

THE HONGKONG BANK AND ITS DIVIDEND.

In the course of his speech at the annual meeting of Hongkong and Shanghai Bank shareholders, Mr. Shewan, the Chairman, urged the new Chief Manager to "set his face like flint against the clamour of speculators for bigger and still bigger dividends." Now it is worth while pointing out, in view of this reference to the clamour of speculators, that speculation may be either reckless or legitimate, and that it is to be condemned nor intrinsically, but as it approaches the former and recedes from the latter characterisation. Very many of the transactions in which a Bank engages are of the nature of speculation, and if their success were invariably certain the profits made would not be so large. Such speculation is of course perfectly legitimate in finance, as in business generally. What the Chairman doubtless had in view in this denunciation of speculators was the purchase and sale of stocks for delivery without any shares being held by those who dealt in them. This of course is merely

A FORM OF GAMBLING which prevails on hours and stock exchanges all over the world, and in deciding what proportion of its profits shall be distributed in the form of dividend a corporation like the Hongkong and Shanghai Bank is quite justified in ignoring the wishes of speculators who buy for a rise with the object of selling again immediately, and not to secure a legitimate interest in the affairs of the institution. But it may be questioned whether the evidence of dissatisfaction, slight though it may be, which prompted the Chairman's remarks, exists simply among disappointed speculators. There appears to be also a feeling among some shareholders that the

BANK'S ADVISERS ARE TOO CONSERVATIVE in placing such large amounts to reserve year by year and writing property account down to nil, and these believe that large profits could be distributed without damaging the position of Bank in the slightest or reducing the market value of the stock. On the other hand, the regular customers of the Bank might urge that as the profits are in large part derived from the business they bring to the Bank, they on their side are entitled to participate in the Bank's prosperity by receiving more liberal treatment—a reduction of interest on advances and a raising of interest on deposits. The reply would do well to refer to the law of supply and demand, and the evidence that good profits can be made safely and securely on the terms offered. However, this is to deal with another subject, and has no direct bearing on the relations between the management and shareholders. Moreover the policy adopted by the management, which Mr. Shewan described as never allowing the interests of the Bank to be sacrificed to the mere desire of making a fine show before the world, has undoubtedly met with success. At the end of 1894 shares were worth \$262.50, while in December of last year they were quoted at \$62.50; in other words, besides receiving a substantial dividend each year, the value of holdings has more than doubled, even when allowance is made for the depreciation of silver. At present prices the rate of dividend regularly declared still means a return of 5% per cent. on the investment, "not at all bad interest on the price of gilt-edged stock." In London the stock is quoted still higher than in the East, and it is significant of different views on the matter of interest that at least two-thirds of the stock is held at home. But, allowing for all this, it is still worth consideration whether the policy of piling up reserves and writing off property is not

#### A LITTLE OVER DONE.

The subscribed capital of the Bank amounts to \$10,000,000, and there is a reserve liability on the part of shareholders to the extent of another \$10,000,000. In January of 1894 the reserve amounted to \$4,600,000, and there was carried forward to next account \$136,460, the sum thus held in reserve being considerably under five millions altogether. At the last meeting the accounts approved showed that the reserve had reached \$14,500,000, and there was carried forward \$1,428,248, thus showing an increase in the Bank's reserve of more than eleven millions in seven years. But this is not all. For some years the policy has been pursued of writing down the property account by large sums, so that it will soon stand at nil in the books of the corporation. Besides the valuable offices at Hongkong, some twenty or more of the premises occupied by the Bank's twenty-six branches are owned by the corporation, while the property account only stands on the books at half a million.

#### WHY?

We can understand the principle of maintaining a large reserve, because this not only adds to the stability of the Bank but gives Government and local authorities, as well as the general public, confidence in their dealing with such an institution. But why should a Bank reduce the apparent size of its reserves by not finding a place on its balance-sheets for the valuable property in its possession? Not only do the buildings and landed property find no proper representation of their value, but the furniture, including the many valuable safes, are taken at nil. When everything is taken into consideration it would seem that the Hongkong and Shanghai Bank possesses pro-

perty worth some four or five million dollars not accounted for in its balance-sheet, thus really holding an additional reserve and bringing up the total reserve to the neighbourhood of twenty millions, or of thirty millions if the reserve liability of shareholders be taken into consideration. In the face of these figures it seems to us that shareholders might quite reasonably

ASK FOR THE INCREASE OF DIVIDEND without coming under the suspicion of being more speculators—speculators in the gambling sense of the word, that is. Of course the question to be considered is whether the Bank can or cannot afford to pay a higher dividend without injury to its stability or its reputation. Probably this question has often formed the subject of discussion and consideration on the Board, and the reasons which have prompted the more conservative attitude to be adopted are worthy of respect as being at least an error on the safe side. Yet it may be doubted whether the time has not arrived when the great success of the corporation—a success which there is at present no reason to suppose is at an end—should not be recognised by dividing some portion of the increased profits among the stockholders instead of placing them year after year to a reserve that appears more than sufficient to guard the Bank against danger. This is a case where there seems no special reason for laying up treasure for posterity.—*Kobe Chronicle*.

A BOER IN A BOX.

STOWED IN THE HOLD OF A CASTLE LINER.

The Prisoner Recaught and Returning to St. Helena.

An officer of one of the Union Castle mail steamers has related the full story of the way in which Commandant Simonberg, an escaped Boer prisoner, who had managed to conceal himself as a stowaway, was discovered. He says:

"On 16 Dec. we left Cape Town for England, via St. Helena, Ascension, and Las Palmas. We arrived at St. Helena on 22 Dec., discharged passengers, mails and baggage, and cargo. Amongst the latter was an innocent-looking case addressed to a captain of the 4th Gloucestershire Regiment. Its exact dimensions were 4ft. 3in. by 2ft. 4in., of 4in. depth, with two Jots of battens round it at about one-third of its length, and two more across the ends. Little did anyone think what the case contained.

"At 5.30 on Christmas morning the baggage hatch was opened to get the mails and parcel post on deck, two of the crew going down below to sling them. When they came on deck one of them reported that there was a stowaway down below, but as we were close up to the anchorage at Ascension the hatches were put on and a hand left to see that nobody came up or went down.

"After the ship was anchored, I went on to the bridge and reported the matter to the captain, who was going down to find the man, but could see nobody. Thinking that perhaps the man had imagined he had seen someone, I questioned him about it but he was confident, and said the stowaway had asked him not to give him away." I continued the search looking everywhere, even searching the hold, which he might possibly have got into by means of a small ventilator, but no signs of him were to be found.

"The captain, wondering why I did not bring the stowaway along, came to the hatch and asked where he was, and I told him he was not to be found. He then questioned my informant, and got the same story as he had told me. However, he had to be found, so we determined to get all the baggage up, but on hearing the order given a voice said, "I will give my self up," and then a head and after it a thin body and a pair of thin legs appeared from the wooden case referred to.

BOER PRISONER RECAUGHT.

"As soon as the man was out, he said, This has been worse than h—, and I can believe it. After he had squared himself up a bit, I took him to the captain, who was on the promenade deck with Col. Evans, the military officer commanding the troops at St. Helena, who at once recognised him as Commandant Simonberg, a Boer prisoner of war on parole. Simonberg stated that he had been in the case since Friday, 20 Dec., and had not been able to get out until the 24th, when some baggage had been shifted.

"Taking advantage of the opportunity he came out to stretch himself, but went to sleep and did not awake till he had been seen, but managed to slip back into the case in the darkness of the place, thus accounting for his disappearance when looked for after the ship was anchored.

HARD PRESSED.

"His experience of being tumbled about in the case was so awful that when he heard what was going to happen he knew he could not stand it again and gave it up. One can fancy how he must have felt, being 6ft. 3in.

He was very weak and had to be helped along, hardly able to stand, but after having some breakfast and a bath he was better and felt more inclined to talk.

"Had he managed to get to England, he said, he was going to wait his chance to get out of the case at night, and wait till the warehouse doors were open; and watch his opportunity to get away to Harwich, and from thence over to Holland. Water was his greatest want; he had only enough to last two more days, and had heard the men say it would take the ship nine days to get to Las Palmas so that was another reason that prompted him to give up the attempt.

"Stowed in the case were a bag of biscuits, some tins of extract of meat, two bottles of water, two clean shirts, an overcoat, a pair of trousers, two pairs of socks, a tin containing candles and matches, a Bradawl, gimlet, an old mortising chisel, and a flat water tin made to carry about the person without being noticed.

"On being searched Simonberg was found to have in his possession £2.48.6d. in money.

GIRALDI'S GENERAL GROCERIES, & C. PROVISION AND BAKERS.

G. GIRALDI: for RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.

Hongkong, 10th February, 1902.

[1734]

TERMS MODERATE.

Hongkong, 7th December, 1901.

[1735]

THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

[1736]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA),

MACAO.

[1737]

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager

Telegraphic Address: "BOA VISTA."

[1738]

METROPOLE HOTEL.

Convenient distance from town, delightful

situation.

BOARD AND RESIDENCE.

[1739]

INTIMATIONS.

[1740]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS.

[1741]

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel.

[1742]

HONGKONG, 11th February, 1902.

[1743]

SIEMSSSEN & CO.

SOLE Agents, Hongkong and South China.

[1744]

TELEGRAPHIC ADDRESS: MARINERWORK, HONGKONG.

[1745]

E. C. WILKS & CO.,

MARINE ENGINEERS, SHIP CONTRACTORS

AND SURVEYORS.

[1746]

COLLISIONS AND DAMAGES SURVEYED FOR INSURANCE COMPANIES, SHIPS' ENGINES AND SPECIFICATIONS PREPARED.

OFFICE: 9, Queen's Road Central.

[1747]

HONGKONG, 8th November, 1901.

[1748]

NOTICE.

[1749]

THE SECOND VOLUME OF BOX'S EX-

CHANGE TABLES, with Rates in

1/16ths from 1/10 to 1/16 down to 1/84, is now in the

bookbinders' hands and will be published next

week. These Tables, which run in columns of

from £999 down to £1, and from 19/16

down to 1/16 or from £999 down to 1 cent, enable

the user to arrive at the value in Dollars or

any sum in Sterling under £1,000 by simply

adding the equivalent of the Shillings and

Pence to that of the Pounds; or to get the value in Sterling of any sum of Dollars and Cents under £1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/16/16—

£879. 0. 0. = \$9,561. 926

17. 11. = 9. 745

59,571. 671

whereas with the other exchange books the

process would be as follows:—

£800. 0. 0. = \$8,702. 550

70. 0. 0. = 761. 473

9. 0. 0. = 97. 904

17. 0. 0. = 9. 247

11. 0. 0. = 9. 497

59,571. 671

or to reconvert the dollars into sterling at the

same rate of exchange:—

\$9,000.00 = £827. 6. 10. 8

571.00 = 45. 10. 3. 2

52. 9. 9. 11 = 6. 8. 8. 6

70.00 = 1. 10. 1

1.00 = 1. 1. 3

.600 = 1. 1. 3

.70 = 1. 0. 9

1 = 1

879.17.11.00

but by other books it would be:

\$9,000.00 = £827. 6. 10. 8

571.00 = 45. 10. 3. 2

52. 9. 9. 11 =

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
TIENTSIN	"CHANGSHA"	21st March.
NINGPO AND SHANGHAI	"KUOKHANG"	22nd March.
SHANGHAI	"TAIWAN"	22nd March.
NINGPO AND SHANGHAI	"SHANHAI"	23rd March.
SHANGHAI	"WOOHSUNG"	23rd March.
do	"WHAMFOU"	27th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	29th March.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"DIOMED"	10th March, 1902.
"	"MACHAON"	3rd April, "
"	"IXION"	11th "
"	"ACHILLES"	17th "

HOMewardS.

FOR LONDON	1st April, 1902.
"ANTENOR"	15th "
"DARDANUS"	29th "
"DIOMED"	13th May,
"MACHAON"	"

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	20th Mar., 1902.
"TYDEUS"	9th April, "
"CALOCHAS"	"

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA,"

and "KNIGHT COMPANION,"

HONGKONG AND PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.), on or about the 20th April. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

Hongkong, 19th March, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIGI MARU"	T. Khano	SUNDAY, 23rd March.
FOR FOOCHOW*	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 26th March.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 30th March.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 2nd April.

\* Via SWATOW and MOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th March, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENS LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," will be despatched as above, TO-MORROW, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage.

This Steamer is installed throughout with Electric light.

A stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th March, 1902.

[264d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Passmore, will be despatched for the above Port, on FRIDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th March, 1902.

[333d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"

of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about the 22nd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 18th March, 1902.

[6]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Neigre, will be despatched for the above Ports, on or about SUNDAY, the 23rd instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 17th March, 1902.

[190c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above

on TUESDAY, the 24th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th March, 1902.

[334d]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Davis, will be despatched for the above Port, TO-MORROW, the 20th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 19th March, 1902.

[332d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above Port, TO-MORROW, the 20th instant,

at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1902.

[332d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"HAICHING,"

Captain Davis, will be despatched for the above Port, TO-MORROW, the 20th instant,

at Daylight.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1902.

[332d]

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SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1902.

[332d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

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## AGENDA.

VISITORS AT THE HONGKONG HOTEL.		
Gospel Hall		
6 Arsenal Street, Top Floor, Off Queen's Road, East.		
Meetings are held as follows—		
SUNDAY, Acts 2:12 ..... 11 a.m.		
Gospel Address ..... 6 p.m.		
TUESDAY, Soldiers & Sailors Bible Class, 6 p.m.		
THURSDAY, General Bible Class ..... 6 p.m.		
SATURDAY, Prayer Meeting ..... 6 p.m.		
A Heartly Welcome given to all.		

## TO-DAY.

## WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Bathometer ..... 29.96	29.86
Temperature ..... 76	75
Humidity ..... 75	77
Rainfall—	

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

German ( <i>Stuttgart</i> ) 22nd inst.	
French ( <i>Yarra</i> ) 23rd inst.	
Indian ( <i>Laisang</i> ) 25th inst.	
American ( <i>Nippon Maru</i> ) 26th inst.	
American ( <i>Peru</i> ) 2nd prox.	
American ( <i>Coptic</i> ) 10th prox.	

The P. & O. S. N. Co.'s steamer *Pekin* left Bombay for this port on the 17th inst.

The C. N. Co.'s steamer *Ningpo* left Shanghai on the 18th inst., for this port and is due here on the 21st inst.

The M. M. Co.'s steamer *Varra* with the next French Mail, will leave Saigon to-day the 19th inst., at 9 p.m. for this port.

The J. M. & Co.'s steamer *Laisang* from Calcutta and The Straits left Singapore for this port on the 17th inst., at 5 p.m.

The B. & S. Co.'s steamer *Prometheus* from Glasgow and Liverpool will leave for Shanghai to-morrow afternoon on the 20th inst.

## SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:

January 11th.

Mr. Hutchison, second officer of the s.s. *Whampoa*, has been appointed chief officer of the s.s. *Ningpo*.

Mr. Robert Watson has been appointed second officer of the s.s. *Whampoa* vice Mr. Hutchison, promoted.

March 14th.

Mr. F. M. Roxby, 3rd officer of s.s. *Bombay* has been transferred to s.s. *Arabia*, and Mr. A. Reddick, is at present 3rd officer.

The officers of the s.s. *Ness*, are:—Chief officer H. J. Charters, and officer S. Pollard, 3rd officer N. R. Bennett.

## SWATOW WEEKLY SHIPPING REPORT.

(March 15th, 1902.)

## ARRIVALS.

Date.	Vessel.	Where from.	Agents.
Mar. 12	Leopold	Hankow & C'king	M. & Co.
"	Laing	Anoy	B. & S.
"	Hongwu	Hongkong	L. Y. & Co.
"	Dohi Manu	Hongkong	B. & S.
"	Thales	"	J. M. & Co.
"	Kansu	Anoy	L. Y. & Co.
"	Dajiu Manu	Chefoo	B. & S.
"	Taisang	Anoy	L. Y. & Co.
"	Hainan	Hongkong	J. M. & Co.
"	Anping Manu	Hongkong	B. & S.
"	Aping Manu	Hongkong	J. M. & Co.
"	Malidu Manu	Anoy	B. & S.
"	Taisang	Hongkong	J. M. & Co.
"	Taisang	"	J. M. & Co.
"	Takang	Wuhu	"
"	Wingsang	Shanghai	B. & S.
"	Janau	Wuhu	J. M. & Co.
"	Chakas	Hongkong	B. & S.
"	Taihau	"	B. & Co.

## DEPARTURES.

Date.	Vessel.	Destination.	Agents.
Mar. 12	Vehu	Foochow	B. & S.
"	Laing	Singapore	"
"	Chewla	Bangkok	"
"	Daiji Manu	Anoy	B. & S.
"	Hongwu	Hongkong	J. M. & Co.
"	Thales	"	J. M. & Co.
"	Kansu	Anoy	L. Y. & Co.
"	Dajiu Manu	Chefoo	B. & S.
"	Taisang	Anoy	L. Y. & Co.
"	Hainan	Hongkong	J. M. & Co.
"	Anping Manu	Hongkong	B. & S.
"	Aping Manu	Anoy	B. & S.
"	Malidu Manu	Anoy	B. & S.
"	Taisang	Hongkong	J. M. & Co.
"	Taisang	"	J. M. & Co.
"	Takang	Wuhu	"
"	Wingsang	Shanghai	J. M. & Co.
"	Janau	Wuhu	J. M. & Co.
"	Chakas	Hongkong	B. & S.
"	Taihau	"	B. & Co.

## EXCHANGE.

Hongkong, 19th March.		
ON LONDON, Telegraphic Transfer	1/97/16	
Bank Bills, on demand ..... 1/03		
Credits, 4 months' sight ..... 1/03		
D'ments, 4 months' sight ..... 1/03		
ON BERLIN, (demand) ..... M. 1.82		
ON PARIS, Bank Bills, on demand ..... 2.21		
Credits, 4 months' sight ..... 2.20		
ON NEW YORK, Bank Bills, on demand ..... 4.21		
Credits, 30 days' sight ..... 4.21		
ON BOMBAY, Telegraphic Transfer ..... 133		
On demand ..... 134		
ON SHANGHAI, Telegraphic Transfer ..... 732		
Private, 30 days' sight ..... 60m.		
ON YOKOHAMA, T.T. ..... 134 1/2 prem.		
Sovereigns, Bank's Buying Rate ..... 51.08		
Gold Leaf 100 taels, per tael ..... 57.50		
Bar Silver ..... 242		
Dollars ..... nom.		

## VISITORS AT THE KOWLOON HOTEL.

VISITORS AT THE QUEEN'S HOTEL.		
Ahrens, H.	Patrick, A. N.	
Bardling, W.	Reddock, R.	
Botsch, B.	Rex, Mr. & Mrs. A. B.	
Edmunds, Mr. & Mrs. E. and child	Roberts, A. G.	
Fox, A.	Robert, Mrs. John D. and child	
Hübner, F.	Spicer, Mrs. Spencer	
Hussein, Mr. and Mrs. Simson, R. N., Lt. and child	Stanbury, R. N., and M. and child	
Jacobi, Mrs. and child	Vert, M. A.	
Knolke, A.	Wright, Dr. and Mrs. James, R. and child	
Laylin, Lieut.-Col. and Vert, M. A.	Wright, Mrs. H. and child	
Nobbs, A. P.		

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(MARCH 19th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$590
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	20.15
The Bank of China and Japan, Limited—(Deferred)	\$ 8	\$261 buyers
National Bank of China, Limited	\$ 1	\$10
Founders.		
Union Insurance Society of Canton, Limited	\$ 50	\$375 buyers
China Traders' Insurance Company, Limited	\$ 25	\$54 sellers
North China Insurance Company, Limited	\$ 65	Taels 190 buyers
Vangtse Insurance Association, Limited	\$ 134	\$134
Canton Insurance Office, Limited	\$ 50	\$160 buyers
Marine Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$35 sellers
China Fire Insurance Company, Limited	\$ 20	\$33 sellers
Fire Insurances.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$38 sales
Indo-China Steam Navigation Company, Limited	\$ 10	\$138 buyers
China and Manila Steamship Company, Limited	\$ 50	\$35 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 10	\$35
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	\$ 10	\$7.10 sellers
"Star" Ferry Company, Limited	\$ 21	\$84 sellers
"Shell" Transport and Trading Company, Limited	\$ 1	2
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 50	Taels 190
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137 1/2
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 10	\$38 sales
Indo-China Steam Navigation Company, Limited	\$ 10	\$138 buyers
China and Manila Steamship Company, Limited	\$ 50	\$35 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 10	\$35
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	\$ 10	\$7.10 sellers
"Star" Ferry Company, Limited	\$ 21	\$84 sellers
"Shell" Transport and Trading Company, Limited		

